

## FAVORING PROHIBITION

ANNUAL MEETING OF THE NATIONAL  
TEMPERANCE SOCIETY.

No More Liquor for Africa—Congressional Investigation Wanted of the Traffic in Strong Drink—How the Law Operates in Maine.

The Nantux Temperance Society held a largely attended meeting last night at Foundry M. E. Church. The platform was occupied by many prominent members of the society, among them being Rev. W. W. Wilson, Dr. Wm. Dingley, J. W. Maines, and Hiram Price, Rev. Drs. McKean, Riley, and Elliott, pastor of the church. Hon. J. D. Taylor and William Harris were also on the platform.

Chairman F. M. Bradley called on H. W. Dr. Elliott to open the meeting with prayer, which Mr. Bradley followed with a short statement as to the objects of the society, which would be to "hold the society in the name of the Lord." He took pleasure in introducing to you Rev. Dr. Theodore L. Cuyler, of Brooklyn," and the chairman, "but as the

As the popular temperance advocate advanced to the stand instantly hundreds of handkerchiefs were waved aloft, and the honored gentlemen, comprehending the meaning, bowed his thanks. For a time the atmosphere of the sacred edifice became filled with the aroma of cologne and other perfumes, the result of this demonstration. The speaker's opening sentences were:

attention as long as he should address them. His strong voice filled the large auditorium, and every word could be heard to the front doors. His happy way of expressing himself won the hearts of his hearers. He argued in favor of the suppression of the exportation of liquor to Africa, for the appointment of a congressional committee to investigate the

prohibition of the sale of liquor, and means to help the temperance education of the colored race in the south.

Hon. Nelson Dingley, of Maine, followed in a speech favoring prohibition.

Mr. C. B. Moulton read resolutions approving the Platt bill and asked for a vote on them.

Chairman Bradley requested those favoring the bill to stand.

"Those opposed, no," said he, and to the surprise of every one three persons voted in the negative.

settle the matter effectually. The negative vote brought forth one bald-headed man and a young man to their feet. They stood up near the speaker's platform, and were at once the object of as much attention as if they were the lions of the occasion. This evidence of opposition was received with good humor by the audience.

"ask it because there is a feeling that prohibition does not prohibit." "Does prohibition prohibit in your state—Maine?"

"I will answer," said Mr. Dingley, who had been taken by surprise at the question, "by asking another question. Do the laws against larcenies in the state of Maine prohibit larceny?" He then in a few words stated that prohibition

notwithstanding the sneers hurled against it. The meeting was dismissed after the speaker had finished his reply.

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**THE STREET RAILROADS.**  
**Commissioners Disapprove the Bill**  
**Repealing Their Charters.**

H. Bill 20000, to repeal the Acts incorporating the Washington and Georgetown railroad, the Metropolitan railroad and to sell at auction the routes of said companies. Sixty that views expressed are not based on good faith, and such legislation would not be wise. It is pointed out that the bill is less amenable to resolution and carriage in the legislature to the public than the present arrangement. The provisions of the

for this discrimination in favor of the other railroads unless it is implied in the preamble to the prosperity of the two railroads mentioned. The duty of selecting and designing routes for new railroads, the initiative in such matters, should be left to private enterprise, and the local demand for such accommodations subject to the approval of the railroads and Congress. All existing future street railways companies should be

make sworn statements of their doing—condition annually, and as much often Congress and the commissioners might enquire. One feature of the bill that the commissioners condemn is the granting of a charter to the companies buying the franchises thirty years without giving any power to commissioners to rescind or abridge the charter except for failure to pay the percentage of the annual gross receipts.

**The Contract for Building the Torpedo Boat.**

The Secretary of the Navy has decided to contract with the Herreshoff Company, Rhode Island, for the construction of a new class steel torpedo boat, and Mr. Herreshoff

ing the two sides have agreed upon. The vessel is to cost \$2.7 million and is to be paid for on the appropriation of \$2,000,000 made by Congress at its last session for coast and harbor defense vessels. The proposition of the Iron Works of Chicago to build a similar vessel at a cost of \$31,500 has been declined. The Secretary was willing to contract for construction of two first-class torpedo boats to be built in the east and the other in

**The Great Vintage of 1884.**  
The almost phenomenal excellence of vintage of "Nathan's Extra Dry Champagne" now coming into the market, is a fact and a consummation to be marveled at. English and American clubs are delighted. While the

**PERSONALITIES.**

CHIEF OF POLICE ANDREWS, of Savannah, Ga., died yesterday of pneumonia.

COL. D. R. LANSIE, U. S. A., is registered Wormley's among the recent arrivals.

ASSISTANT POSTMASTER GENERAL STEVEN has gone to Florida for a two weeks' trip.

HON. LOUGAN B. EATON, of Connecticut, among the late arrivals at Wormley's.

PRESIDENT HENSON, of the Tlewator  
line Company, died at his home, Tine  
Co., yesterday.

EX-SENATOR WM. J. SHUFFLE, of New Jo  
arrived in the city yesterday and is regis  
at Willard's Hotel.

ANDREW CARNEGIE, the well-known

The Department of State has been informed of the death of David T. Bunker, of Massachusetts, United States consul at Demerara, yellow fever.

dangerously ill, and is not expected to survive through to-day. His disease is consumption of the lungs.